



UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Issued by the Department of Transportation
on the 8th day of May, 1998

Essential air service at

CAPE GIRARDEAU, MISSOURI

under 49 U.S.C. 41731 *et seq.*

Docket OST-96-1559

Essential air service at

**FT. LEONARD WOOD,
MISSOURI**

under 49 U.S.C. 41731 *et seq.*

Docket OST-96-1167

**ORDER TENTATIVELY RESELECTING CARRIER
AND SETTING SUBSIDY RATES**

Summary

By this order, the Department is tentatively reselecting Trans States Airlines, Inc., d/b/a Trans World Express (Trans States), to provide essential air service (EAS) at Cape Girardeau and Fort Leonard Wood, Missouri, on the one hand, and St. Louis, on the other, for the two-year period beginning May 1, 1998, at annual subsidy rates of \$278,560 and \$337,124, respectively.¹

Background

By Orders 96-8-31 and 96-10-18, the Department last selected Trans States to provide subsidized essential air service at Cape Girardeau and Fort Leonard Wood, respectively, for the two-year period ended April 30, 1998. Specifically, Trans States was selected to provide ten nonstop round trips each week between Cape Girardeau and St. Louis and between Fort Leonard Wood and St. Louis with 19-seat Jetstream 32 aircraft.

The ten-round-trip-a-week service level reflected Congressional reductions in fiscal year 1996 funding for the EAS program and the Department's implementation of program-wide cutbacks, effective November 27, 1995.² More recently, in response to an increase in funding for fiscal year 1998, by Order 97-7-29, July 29, 1997, we revised Trans States' service and subsidy levels at the two communities to restore the statutory minimum level

¹ See Appendix A for a map.

² See Orders 95-11-28, November 17, 1995, and 96-2-1, February 2, 1996.

of service through the end of the existing rate term, which expired April 30, 1998. Currently, Trans States provides three nonstop round trips on weekdays and four on weekends between Cape Girardeau and St. Louis and three nonstop round trips each weekday and weekend period between Fort Leonard Wood and St. Louis, all with 19-seat Jetstreams at annual subsidy rates of \$295,466 and \$346,883, respectively.

As is our normal custom when nearing the end of a carrier's rate term, we contacted the incumbent carrier to determine whether it was interested in continuing service at the communities and whether it would continue to require subsidy. If the carrier wishes to continue service with subsidy, we usually negotiate a new subsidy rate with the carrier, issue an order tentatively reselecting it for a new two-year rate term at the agreed-to rate, and direct other parties to show cause why we should not finalize our tentative decision. Other carriers wishing to submit competing proposals are invited to do so in response to the show-cause order. If any such proposals are filed, we process them as a competitive case. Consistent with that practice, we invited Trans States to submit proposals for the continuation of essential air service at Cape Girardeau and Fort Leonard Wood.

Carrier Proposal

Trans States submitted proposals to continue providing subsidized service at both communities for a new two-year rate term, beginning May 1, 1998. The carrier proposes to provide the communities with the same service they currently receive--three nonstop round trips on weekdays, four on weekends between Cape Girardeau and St. Louis, and three nonstop round trips six days per week in the Fort Leonard Wood-St. Louis market. Trans States has agreed to annual subsidy rates of \$278,560 for Cape Girardeau and \$337,124 for Fort Leonard Wood, for service with its 19-seat Jetstream aircraft.

Decision

After a thorough review of Trans States' proposals and its recent service history, we have tentatively decided to reselect Trans States to provide EAS at Cape Girardeau and Fort Leonard Wood, as outlined in Appendix C, for the two-year period from May 1, 1998, through April 30, 2000. The agreed-to annual subsidy rates of \$278,560 for Cape Girardeau service and \$337,124 for Fort Leonard Wood service reflect slight decreases from its previous rates of \$295,466 and \$346,883.³ The amount of subsidy the carrier is requesting appears reasonable, and its performance continues to be satisfactory. Further, both communities generate significant passenger levels and, as shown on Appendix D, traffic for the last three quarters of 1997 is beginning to show signs of rebounding to passenger levels that were generated prior to the November 1995 service cuts.

In addition, we contacted community officials in Cape Girardeau and Fort Leonard Wood and they support Trans States' proposed service levels and subsidy rates. We expect Trans States, community officials, and major businesses to work together to promote the service. In that regard, we have earmarked specific dollar amounts for local advertising in the carrier's subsidy rates and fully expect the carrier to use those amounts as proposed.

Responses to Tentative Decision

³ Appendix B contains details of Trans States' compensation requirements for the prospective rates.

We will give interested persons 20 days from the date of service of this order to show cause why we should not make final our tentative decision to reselect Trans States to provide essential air service at Cape Girardeau and Fort Leonard Wood at the subsidy rates discussed above for a new two-year period. We expect persons objecting to our tentative decision to support their objections with relevant and material facts. We will not entertain general, vague, or unsupported objections.

Carriers interested in filing competing proposals, with or without subsidy requests, should file them within the 20-day period set for objections. At the end of that period, our staff will docket any competing proposals, thereby making them public, and direct each applicant to serve a copy of its proposal on the civic parties and other applicants. We will give full consideration to all proposals that are timely filed.

Competing proposals may contemplate service to St. Louis, Chicago, or any other suitable hub city. All service should consist of at least three round trips, six days a week to the hub provided with aircraft having at least 15 passenger seats. In order to help carriers in their passenger and revenue forecasts, historical traffic data have been included in Appendix D. For the year ended December 31, 1997, the most recent 12-month period for which data are available, Cape Girardeau averaged 17 enplanements per day and Fort Leonard Wood averaged 14.

Procedures for Filing Replacement Proposals

For interested carriers unfamiliar with our procedures and recommended form for supplying the necessary information, we have prepared two explanatory documents that we will make available upon request. The first describes the process for handling carrier replacement cases under 49 U.S.C. 41734(f), and discusses in detail the process of requesting proposals, conducting reviews of applicants, and selecting a replacement carrier. The second is an evidence request containing an explanatory statement, a copy of Part 204 of our regulations (14 CFR 204), and schedules setting forth our recommended form for submitting data required for calculating compensation and determining the financial and operational ability of applicants to provide reliable essential air service. (Section 204.4 describes the fitness information required of all applicants for authority to provide essential air service.) Applicant carriers that have already submitted this information in another case need only resubmit it if a substantial change has occurred. However, if there are more recent data or if there have been any changes to the information on file, carriers should provide updates of those information elements. Interested carriers that need to obtain copies of these documents may contact the Office of Aviation Analysis at (202) 366-1053.

Other Carrier Requirements

The Department is responsible for implementing various Federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.⁴ Consequently, all

⁴ The regulations applicable to each of these three areas are (1) 49 CFR Part 20, New Restrictions of Lobbying, implementing title 31, United States Code, section 1352, entitled "Limitation on use of appropriated funds to influence certain Federal contracting and financial transactions"; (2) 49 CFR Part 29, Subpart F, Drug-Free Workplace Requirements (Grants), implementing the Drug-Free Workplace Act of 1988; and (3) 49 CFR Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of

carriers receiving Federal subsidy to support essential air service must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those carriers whose subsidies exceed \$100,000 over the life of the rate term must also certify that they are in compliance with the regulations governing lobbying activities. All carriers that plan to submit proposals involving subsidy should submit the required certifications along with their proposals. Interested carriers requiring more detailed information regarding these requirements as well as copies of the certifications should contact the Office of Aviation Analysis at (202) 366-1053. The Department is prohibited from paying subsidy to carriers that do not submit these documents.

Carrier Fitness

49 U.S.C. 41737(b) and 41738 require that we find an air carrier fit, willing and able to provide reliable service before we may compensate it for essential air service. Trans States is currently operating under code-share agreements with Trans World, Northwest, US Airways, Alaska Airlines, United, and Delta at several major hubs. We last reviewed the fitness of Trans States when we selected it to provide subsidized service at Fort Leonard Wood by Order 96-10-18, October 10, 1996. Trans States remains subject to the Department's continuing fitness monitoring, and we have found no information that would lead us to believe that the carrier has failed to meet the continuing fitness requirement. The Federal Aviation Administration has advised us that the carrier is conducting its operations in accordance with its regulations, and knows of no reason why we should not find that Trans States remains fit. We therefore conclude that Trans States remains fit to conduct the operations proposed here.

Community and State Comments

If we receive competing proposals, the communities and State are welcome to submit comments on the proposals at any time. Early in the proceeding, comments on the proposals' strengths and weaknesses would be particularly helpful, and the civic parties may also express a preference for a particular carrier, if they choose. In any event, after conducting rate conferences with all applicants, we will provide a summary of the conference results to the civic parties and ask them to file their final comments.⁵

This order is issued under authority delegated in 49 CFR 1.56(i).

ACCORDINGLY,

1. We tentatively reselect Trans States Airlines, Inc., d/b/a Trans World Express, to provide essential air service at Cape Girardeau and Fort Leonard Wood, Missouri, as

Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964; 49 CFR Part 27, Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance; and 14 CFR Part 382, Nondiscrimination on the Basis of Handicap in Air Travel.

⁵ In cases where a carrier proposes to provide essential air service without subsidy and we determine that service can be reliably provided without such compensation, we do not normally hold rate conferences. Instead, we rely on the carrier's subsidy-free service as proposed.

described in Appendix C, for the two-year period beginning May 1, 1998, through April 30, 2000;

2. We tentatively set the final rates of compensation for Trans States Airlines, Inc., d/b/a Trans World Express, for the provision of essential air service at Cape Girardeau and Fort Leonard Wood, Missouri, as described in Appendix C, for the period beginning May 1, 1998, through April 30, 2000, payable as follows: for each month during which essential air service is provided, the amount of compensation shall be subject to the weekly ceilings set forth in Appendix C, and shall be determined by multiplying the subsidy-eligible arrivals and departures completed during the month by the following amounts:⁶

Cape Girardeau	\$144.18
Fort Leonard Wood	\$184.12

3. We direct Trans States Airlines, Inc., d/b/a Trans World Express to retain all books, records, and other source and summary documentation to support claims for payment, and to preserve and maintain such documentation in a manner that readily permits its audit and examination by representatives of the Department. Such documentation shall be retained for seven years or until the Department indicates that the records may be destroyed. Copies of flight logs for aircraft sold or disposed of must be retained. The carrier may forfeit its compensation for any claim that is not supported under the terms of this order;

4. We find that Trans States Airlines, Inc., d/b/a Trans World Express, continues to be fit, willing, and able to operate as a commuter air carrier and capable of providing reliable essential air service at Cape Girardeau and Fort Leonard Wood, Missouri;

5. We direct Trans States Airlines, Inc., d/b/a Trans World Express, and any other interested persons having objections to the selection of Trans States Airlines to provide essential air service as described in ordering paragraph (1) above, at the rates set forth in ordering paragraph (2) above, to file such objections or competing service proposals no later than 20 days from the date of service of this order;⁷

6. If we receive objections or competing service proposals within the 20-day period, Trans States will be compensated at the subsidy rates set forth in ordering paragraph (2) above as final rates until all objections are resolved;

7. We will afford full consideration to the matters and issues raised in any timely and properly filed objections and service proposals before we take further action.⁸ If no objections or competing service proposals are filed, or requests for an extension to file, all

⁶ See Appendix C for the calculation of these rates, which assume the use of the aircraft designated. If the carrier reports a significant number of aircraft substitutions, revisions of these rates may be required.

⁷ Objections should be filed with the Documentary Services Division, SVC-124.1, Room PL401, Department of Transportation, 400 7th Street, S.W., Washington, DC 20590. Proposals to provide essential air service should be filed with the Chief, EAS & Domestic Analysis Division, X-53, Office of Aviation Analysis, Room 6401, Department of Transportation, at the same address. Questions regarding filings in response to this order may be directed to Dennis J. DeVany at (202) 366-1061.

⁸ Since we are providing for the filing of objections to this order, we will not entertain petitions for reconsideration.

further procedural steps will be deemed waived and this order shall become effective on the twenty-first day after its service date;

8. These dockets will remain open until further order of the Department; and

9. We will serve copies of this order on the Mayor and airport manager of Cape Girardeau, Missouri, the Commanding Officer of the U.S. Army Engineer Center and Fort Leonard Wood, Missouri; the Missouri Department of Transportation; the Governor of Missouri; Trans States Airlines, and the parties listed in Appendix E.

By:

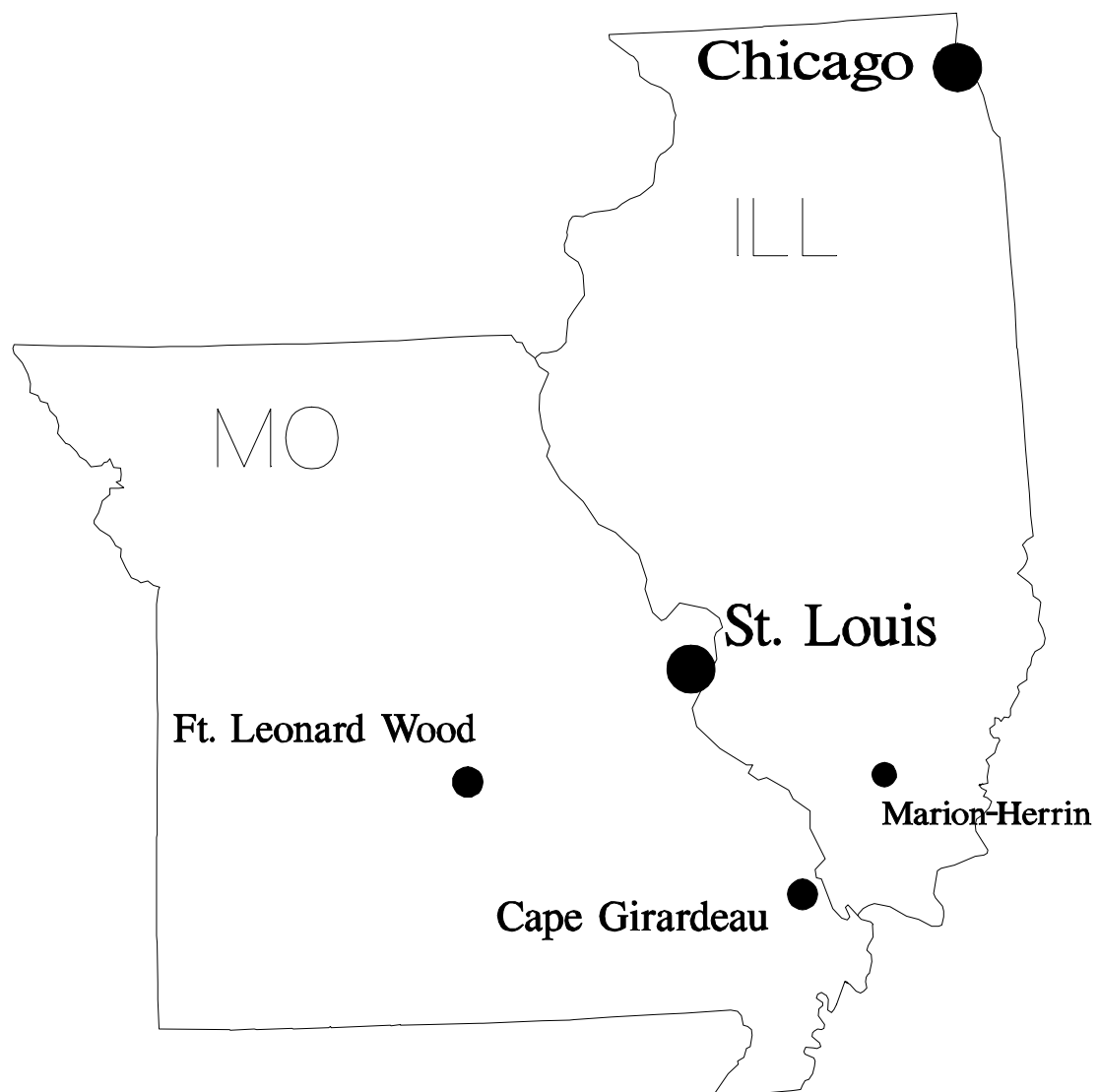
CHARLES A. HUNNICUTT
Assistant Secretary for Aviation
and International Affairs

(SEAL)

*An electronic version of this document is available on the World Wide Web at
<http://dms.dot.gov>*

The electronic version may not include all of the appendices.

Appendix A



Trans States Airlines, Inc., d/b/a TW Express.
Subsidy calculation for Cape Girardeau, Missouri
19 nonstop round trips each week between Cape Girardeau and St. Louis
Provided with 19-seat Jetstream 32's

				<u>Annual Total</u>
Block Hours at 97.5%				1,352 <u>1/</u>
Departures at 97.5%				1,932 <u>2/</u>
Operating Revenue	Passengers	Fare		
Passenger Revenue	12,400	\$62.00		\$768,800
Freight Revenue				<u>\$7,688</u>
Total Operating Revenue				\$776,488
Operating Expenses				
Direct Expenses				
Flying Operations	\$148.26 per BH			\$200,448
Fuel and Oil	\$101.92 per BH			\$137,796
Maintenance	\$134.36 per BH			\$181,655
Aircraft Rentals	\$46.71 per BH			\$63,152
Hull Insurance	<u>\$6.33 per BH</u>			<u>\$8,558</u>
Total Direct Expenses	\$437.58 per BH			\$591,609
Indirect Expenses				
Station Costs				
Cape Girardeau <u>3/</u>	actual costs			\$108,764
St. Louis	966	departures x	\$60.23	\$58,182
Landing Fees				
Cape Girardeau	966	landings x	\$7.49	\$7,235
St. Louis	966	landings x	\$19.67	\$19,001
Advertising				\$15,000
Commission	8.96%	x psgr. rev.		\$68,884
Reserv. and Ticketing	\$5.68	per psgr.		\$70,432
Psgr. Liability	\$4.44	per 1,000 RPM's	1,414	\$6,278
G&A	\$0.0142	x ASM's	4,184,712	<u>\$59,423</u>
Total Indirect Expenses				\$413,199
Total Operating Costs				\$1,004,808
Return (at 5 percent of total costs)				<u>\$50,240</u>
Total Economic Costs				\$1,055,048
Compensation Need				\$278,560

1/ Based on 1,932 flts. at 42 min per flt.

2/ Six flts./day x 313 days a year = 1,878 flts. x 97.5% = 1,831 flts.

Plus 2 flts./day x 52 days a year = 104 flts. x 97.5% = 101 flts. Total Flights = 1,932

3/ The carrier overnights the aircraft in Marion/Herrin.

Trans States Airlines, Inc., d/b/a TW Express
Subsidy Calculation for Fort Leonard Wood, Missouri
18 nonstop round trips each week between Ft. Leonard Wood and St. Louis
Provided with 19-seat Jetstream 32's

				<u>Annual Total</u>
Block Hours at 97.5%				1,343 <u>1/</u>
Departures at 97.5%				1,831 <u>2/</u>
Operating Revenue	Passengers	Fare		
Passenger Revenue	10,400	\$65.00		\$676,000
Freight Revenue				<u>\$6,760</u>
Total Operating Revenue				\$682,760
Operating Expenses				
Direct Expenses				
Flying Operations	\$148.26 per BH			\$199,113
Fuel and Oil	\$101.92 per BH			\$136,879
Maintenance	\$134.36 per BH			\$180,445
Aircraft Rentals	\$46.71 per BH			\$62,732
Hull Insurance	\$6.33 per BH			<u>\$8,501</u>
Total Direct Expenses	<u>\$437.58</u>			\$587,670
Indirect Expenses				
Station Costs				
Fort Leonard Wood	actual costs			\$114,534
St. Louis	916	departures x	\$60.23	\$55,171
Landing Fees				
St. Louis	916	landings x	\$19.67	\$18,018
Advertising				\$12,000
Commission	8.96%	x psgr. rev.		\$60,570
Reserv. and Ticketing	\$5.68	per psgr.		\$59,072
Psgr. Liability	\$4.44	per 1,000 RPM's	1,238	\$5,497
G&A	\$0.0142	x ASM's	4,139,891	<u>\$58,786</u>
Total Indirect Expenses				\$383,648
Total Operating Costs				\$971,318
Return (at 5 percent of total costs)				<u>\$48,566</u>
Total Economic Costs				\$1,019,884
Compensation Need				\$337,124

1/ Based on 1,831 flts. at 44 minutes per flt.

2/ Six flts./day x 313 days a year = 1,878 flts. x 97.5% = 1,831 flts.

**TRANS STATES AIRLINES
ESSENTIAL AIR SERVICE AT CAPE GIRARDEAU AND
FORT LEONARD WOOD, MISSOURI**

<u>EFFECTIVE PERIOD:</u>	May 1, 1998, through April 30, 2000
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SERVICE:

Cape Girardeau:	19 nonstop round trips each week to St. Louis (114 nonstop miles)
Fort Leonard Wood:	18 nonstop round trips each week to St. Louis. Worth (119 nonstop miles)

<u>UPLINE LIMITATIONS:</u>	None
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<u>AIRCRAFT TYPE</u>	Jetstream 32, 19 passenger seats
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<u>TIMING OF FLIGHTS</u>	Flights must be well-timed and well-spaced to ensure full compensation.
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**SUBSIDY RATE PER
ARRIVAL/DEPARTURE**

Cape Girardeau:	\$144.18 <u>1</u> /
Fort Leonard Wood:	\$184.12 <u>2</u> /

**COMPENSATION CEILING
EACH WEEK**

Cape Girardeau:	\$5,478.84 <u>3</u> /
Fort Leonard Wood:	\$6,628.32 <u>4</u> /

FOOTNOTES APPEAR ON THE FOLLOWING PAGE

NOTE

The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate order, including the service plan outlined in the order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with this order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be assured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

If the Department unilaterally, either partially or completely, terminates or reduces payments for service or changes service requirements at a specific location provided for under this order, then, at the end of the period for which the Department does make payments in the agreed amounts or at the agreed service levels, the carrier may cease to provide service to that specific location without regard to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the parties to the agreement do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

FOOTNOTES

1/ Annual compensation of \$278,560 divided by the estimated annual completed departures and arrivals at a 97.5 percent completion factor: $6 \times 313 \times .975 = 1,831 + 2 \times 52 \times .975 = 101$.
Total = 1,932.

2/ Annual compensation of \$337,124 divided by the estimated annual completed departures and arrivals at a 97.5 percent completion factor: $6 \times 313 \times .975 = 1,831$.

3/ Subsidy rate per arrival/departure of \$144.18 multiplied by 38 subsidy-eligible arrivals and departures each week.

4/ Subsidy rate per arrival/departure of \$184.12 multiplied by 36 subsidy-eligible arrivals and departures each week.

HISTORICAL TRAFFIC AND ENPLANEMENTS
CAPE GIRARDEAU, MISSOURI 1/

<u>YEAR</u>	<u>O&D TRAFFIC</u>	<u>ENPLANEMENTS</u>	<u>DAILY AVERAGE ENPLANEMENTS 2/</u>
1986	24,699	12,350	39.4
1987	27,780	13,890	44.4
1988	17,424	8,712	27.7
1989	13,536	6,768	21.6
1990	12,191	6,096	19.5
1991	10,232	5,116	16.3
1992	9,003	4,502	14.3
<u>1993</u>			
1st qtr	1,702	851	11.1
2nd qtr	2,523	1,261	16.2
3rd qtr	3,894	1,947	24.6
4th qtr	<u>2,605</u>	<u>1,303</u>	<u>16.5</u>
Total	10,724	5,362	17.1
<u>1994</u>			
1st qtr	2,291	1,146	14.9
2nd qtr	3,065	1,533	19.6
3rd qtr	3,669	1,835	23.2
4th qtr	<u>3,369</u>	<u>1,685</u>	<u>21.3</u>
Total	12,394	5,362	19.8
<u>1995</u>			
1st qtr	2,665	1,333	17.3
2nd qtr	2,863	1,432	18.4
3rd qtr	2,836	1,418	17.9
4th qtr	<u>2,482</u>	<u>1,241</u>	<u>15.7</u>
Total	10,846	5,423	17.3
<u>1996</u>			
1st qtr	1,388	694	8.9
2nd qtr	1,808	904	11.6
3rd qtr	1,749	875	11.1
4th qtr	<u>1,905</u>	<u>953</u>	<u>12.1</u>
Total	6,850	3,426	10.9
<u>1997</u>			
1st qtr	1,694	847	11.0
2nd qtr	2,029	1,015	13.0
3rd qtr	2,226	1,113	14.1
4th qtr	<u>4,893</u>	<u>2,446</u>	<u>31.0</u>
Total	10,842	5,421	17.3

1/ Source: Airport Activity Statistics, Form 298-C, Schedule T-1, and Form 41, Schedule T-100.

2/ Daily averages are based on 313 service days per year (314 days for leap years).

HISTORICAL TRAFFIC AND ENPLANEMENTS
FORT LEONARD WOOD, MISSOURI 1/

<u>YEAR</u>	<u>O&D TRAFFIC</u>	<u>ENPLANEMENTS</u>	<u>DAILY AVERAGE ENPLANEMENTS 2/</u>
1986	13,176	6,588	21.0
1987	8,435	4,218	13.5
1988	11,010	5,505	17.6
1989	11,003	5,502	17.6
1990	9,294	4,647	14.8
1991	9,677	4,839	15.4
1992	10,840	5,420	17.3
<u>1993</u>			
1st Qtr.	1,962	981	12.7
2nd Qtr.	2,519	1,260	16.1
3rd Qtr.	2,686	1,343	18.1
4th Qtr.	<u>1,725</u>	<u>863</u>	<u>10.9</u>
Total	8,892	4,446	14.2
<u>1994</u>			
1st Qtr.	1,624	812	10.5
2nd Qtr.	2,352	1,176	15.1
3rd Qtr.	2,746	1,373	17.4
4th Qtr.	<u>2,297</u>	<u>1,134</u>	<u>14.5</u>
Total	9,019	4,510	14.4
<u>1995</u>			
1st Qtr.	1,671	836	10.9
2nd Qtr.	2,174	1,087	13.9
3rd Qtr.	2,488	1,244	15.7
4th Qtr.	<u>1,754</u>	<u>877</u>	<u>11.1</u>
Total	8,087	4,044	12.9
<u>1996</u>			
1st Qtr	1,090	545	7.0
2nd Qtr.	1,640	820	10.5
3rd Qtr.	1,664	832	10.5
4th Qtr.	<u>1,762</u>	<u>881</u>	<u>11.2</u>
Total	6,156	3,078	9.8
<u>1997</u>			
1st Qtr	1,624	812	10.5
2nd Qtr	2,453	1,227	15.7
3rd Qtr	2,760	1,380	17.5
4th Qtr	<u>2,129</u>	<u>1,064</u>	<u>13.5</u>
Total	8,966	4,483	14.3

1/ Source: Airport Activity Statistics, Form 298-C, Schedule T-1, and Form 41, Schedule T-100.

2/ Daily averages are based on 313 service days per year (314 days for leap years).

SERVICE LIST FOR THE STATE OF MISSOURI

Air Casino, Inc.
Air Midwest, Inc.
Air Wisconsin, Inc.
Amerijet International, Inc.
Delta Connection
Dwyer Aircraft Sales, Inc.
Falcon Aviation, Inc.
GP Express Airlines, Inc.
Great Lakes Aviation, Ltd.
Heartland Aviation, Inc.
Mesa Airlines, Inc.
Mesaba Aviation, Inc.
Metroflight, Inc.
Midway Airlines, Inc.
Midwest Express Airlines, Inc.
Multi Aero, Inc.
Northwest Airlink
Redwing Airways, Inc.
Renown Aviation, Inc.
Rocky Mountain Airways, Inc.
Thunderbird Aviation, Inc.
Trans States Airlines, Inc.

Chester Anderson
Louis Andrews
Ken Bannon
Richard Thomas Clarke
E.B. Freeman
Douglas Gumula
A. Edward Jenner
John McFarlane
Kevin Thomas
Gary L. White
Robert Wigmore